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00MRAG19SIN THE SPECIFICATION:AMENDMENT~~SEARCHED~~ ~~INDEXED~~

Please amend the paragraph beginning on page 7, line 13, as follows:

The second part of the stiffening structure, referred to as a second stiffening element 14 and visible in Figure 1, overall is made of one essentially pot-shaped or pan-shaped component, punched in one piece from sheet metal and shaped by deep drawing. The second stiffening element 14 includes of a roughly pot-shaped or pan-shaped part 14A and a window frame part 14B. The pot-shaped or pan-shaped part 14A has a bottom surface 14A' which has cutouts 16 for the installation of a window-lift motor, a loudspeaker or the like. At the periphery of the bottom surface 14A', it is adjoined by circumferenced side walls 14A" in an extension direction running roughly perpendicular to the door plane. These will become more clearly recognizable in conjunction with the figures below. Adjoining the side walls 14A" are, in turn, flange-like and outwardly pointing connecting surfaces 18 and a sill reinforcement 20, respectively. The two stiffening elements 12 and 14 have in the area of the outward-pointing, thus Y-direction pointing, side walls of the door interior, elongated, preferably frame-shaped, connecting surfaces 18 and 18A which define an access opening 1B to the door interior 1A. Together with the fastening holes 12A of the first stiffening element 12, fastening holes 18A permit a detachable bolting of the first stiffening element 12 and the second stiffening element 14, as will become more evident from subsequent figures. The second stiffening element 14 serves, among other things, for the mounting of a door lock 22.

Please amend the paragraph beginning on page 8, line 21, as follows:

It can also be seen from Figure 3 that in the present embodiment, the first stiffening element 12 as the outside-facing part of an ordinary inside door sheet can be joined to the outside panel 10. However, the first stiffening element 12 is provided with an inwardly pointing frame-shaped flange with connecting surfaces 18' that run roughly parallel to the vehicle door 1. These and the associated fastening holes 18A correspond to the connecting surfaces 18 and the associated connecting holes 12A of the second stiffening element 14 and allow nonpositive threaded fastening of the first stiffening element 12 and the second stiffening element 14 by connecting bolts 28. As shown in Figure 3, the first stiffening element 12 and the second stiffening element 14 contact at the connecting surfaces 18 and 18'.